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1. On 18 May 1952, a new timetable was put into effect providing for the following trains through Poland. All the trains listed are transit trains running between the DDT and the USSR over Polish tracks. All trains mentioned presumably run daily.
 - a) Two trains each way on the Szczecin-Gumienice-Stargard-Krzyz-Pila-Bartoszyce route.
 - b) One train each way along the Kostrzyn-Krzyz-Pila-Bartoszyce route.
 - c) Six trains in each direction on the Kostrzyn-Krzyz-Pila-Skandawa route.
 - d) Five trains each way on the Frankfurt/Oder-Rzepin-Baszynek-Poznan-Kzesnia-Warszawa-Czeremcha route.
 - e) Six trains each way on the Frankfurt/Oder-Rzepin-Baszynek-Poznan-Kzesnia-Warszawa-Malaszewice-Brest route.
 - f) One train in each direction along the Rzepin-Baszynek-Poznan-Kutno-Warszawa-Bialystok-Berestovitsa (Przostowice) route.
 - g) One train each way along the Rzepin-Baszynek-Poznan-Kutno-Warszawa-Bialystok-Lososn route.
 - h) Three trains each way along the Gubin-Czerwiesk-Wolsztyn-Lesno-Ostrow-Lodz-Olechow-Yagodin route.
 - i) Three trains each way along the Gubin-Czerwiesk-Wolsztyn-Lesno-Ostrow-Lodz-Olechow-Rava Ruskaya route.
 - j) Three trains each way along the Gubin-Czerwiesk-Wolsztyn-Lesno-Ostrow-Lodz-Olechow-Iosciska route.
 - k) A single train transporting reparations at 20 kilometers per hour from Frankfurt/Oder through Rzepin-Baszynek-Poznan - Kzesnia-Warszawa to Brest.
2. The new timetable establishes the following coaling, oiling and watering stations on the lines indicated:
 - a) On the Kostrzyn-Gorzow-Krzyz-Pila line, coal is loaded at Pila. The trains are watered at the Kostrzyn, Gorzow, Krzyz and Pila stations. Oiling is done at Kostrzyn.

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- b) Pila is the coaling station for the Rzepin-Poznan-Wrzesnia line. Trains take on water at Rzepin, Swiebodzin, Zbaszynsk, Opalenica, Poznan and Wrzesnia. Trains are oiled at Poznan.
- c) Coal is loaded at Leszno for the Gubin-Czerwinski-Wolsztyn-Leszno-Ostrow route. Trains are watered at Czerwinski, Wolsztyn, Leszno, and Kobryn. They are oiled at Grzybowic; an oiler must be sent to Grzybowic each time that a train is to be oiled there.
3. Transit trains must be loaded with coal within the scheduled period of time. If a train is delayed while taking on coal, telegrams must be dispatched at once indicating the time lag.
4. Because German crews man transit trains, a Polish man will be assigned to pilot the train by the director of the railroads in the area in which the train is travelling. Pilots are responsible for keeping the trains on schedule. They also must file reports after each trip indicating irregularities and mistakes which occurred during the journey. The reports are to be sent to the Department of Mechanics.
1. Comment: does not specify how often the trains run.

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